

6. TARGET AREA PLANS

The preceding chapters outlined an overall vision for the Anacostia waterfront, presenting the goals of the Anacostia Waterfront Initiative in terms of five overarching themes and planning intents. This chapter integrates the framework themes with the Target Areas, studied in detail over the past two years.

The table on the next page provides a summary of the major Framework Plan recommendations as they apply to each of the Target Areas. A summary of each Target Area follows.

The success of the Anacostia Waterfront Initiative will ultimately rest on how well the overall vision and the many individual initiatives and places are woven together. The result of that success will be a healthier and more accessible city, a more urbane, beautiful landscape, and a more prosperous and just river environment.

Relating Framework Themes and Target Areas

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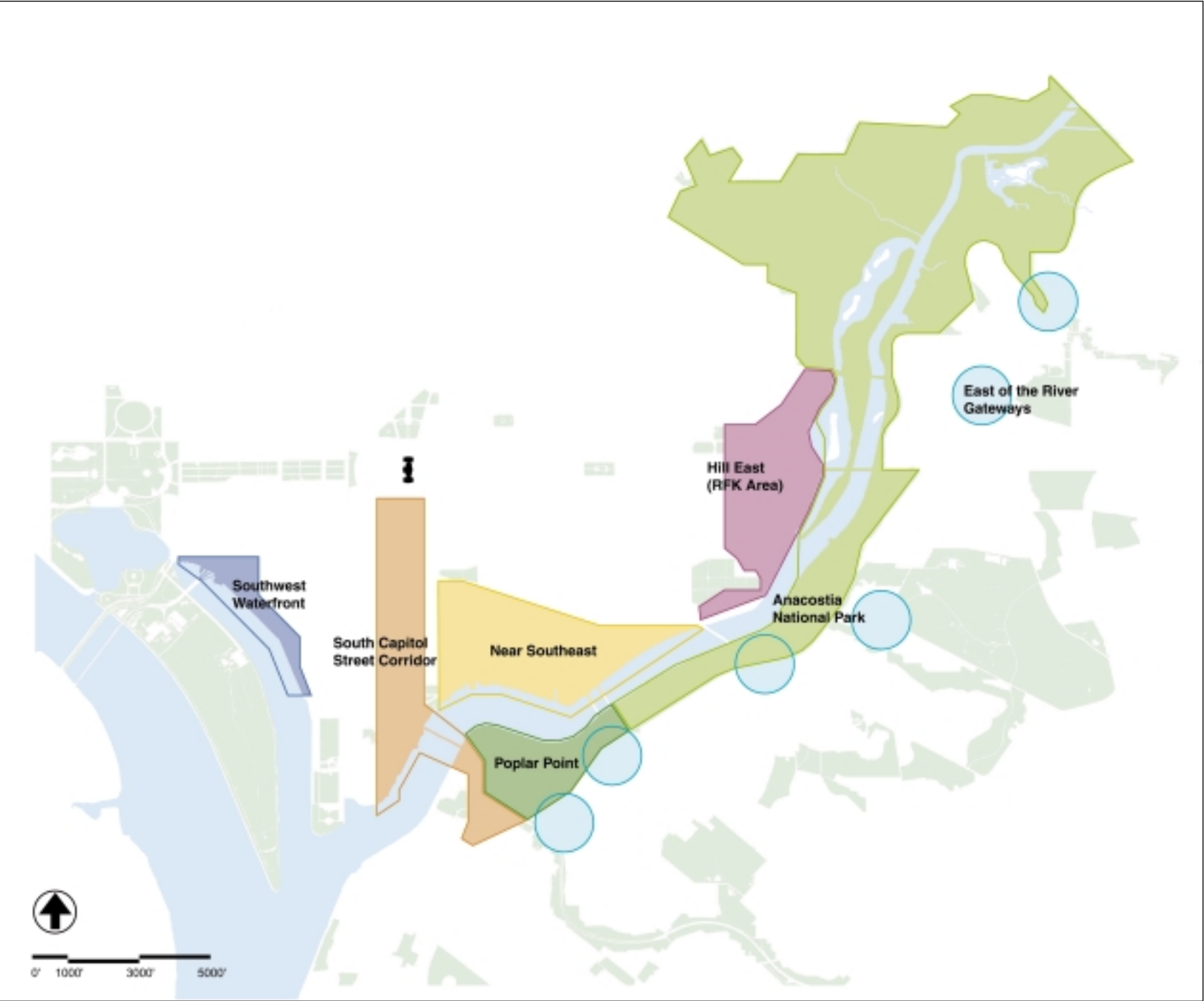
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Overlapping the Framework Themes with the Target Areas

“I firmly believe this effort will result in nothing less than the transformation of the Anacostia from a line of division within our city into a great common ground. We must strive to set our sights high and create one of the greatest waterfronts of any international capital. We must do so in a manner which is distinctly Washington.”

Mayor Anthony A. Williams,
March 2002



Framework Themes

1
A Clean and Active River

2
Gaining Access to, Along, and Across the River

3
A Great Riverfront Park System

4
A Riverfront of Distinct Places and Cultural Destinations

5
Building and Sustaining Strong Waterfront Neighborhoods

Table of Initiatives

Anacostia Park	Hill East (RFK Area)	Poplar Point	East of the River Gateways	The Near Southeast Waterfront	The South Capitol Street Corridor	The Southwest Waterfront
<ul style="list-style-type: none">• Expansion of riparian edge.• Daylighting of tributary streams.• Introduction of bioswales and permeable paving in riverside zones.	<ul style="list-style-type: none">• New tidal wetlands.• Landings for paddle boats.• New RiverParks Nature Center on Kingman Island.• Control RFK Stadium parking lot run-off.• Low impact development standards.	<ul style="list-style-type: none">• More than 4 acres of new wetlands.• Daylight Stickfoot Creek.• More than 60 acres of open space.	<ul style="list-style-type: none">• Restored streams: Stickfoot, Fort Stanton, Fort Davis, Pope Branch, Fort Dupont, Piney Run, Watts Branch.• Expanded riparian edge of Anacostia Park.• New wetlands at Poplar Point.	<ul style="list-style-type: none">• New community boathouses.• Low-impact development standards at Southeast Federal Center and Capper-Carrollsborg.• Enhanced Boathouse Row.	<ul style="list-style-type: none">• Reduce run-off with low impact development.• Create grand boulevard with additional street trees along corridor.	<ul style="list-style-type: none">• Water shuttle landing.• Reduce run-off by consolidating Water Street and Maine Avenue.
<ul style="list-style-type: none">• Convert I-295 to a Parkway.• Depress I-295 at Anacostia High School, and at 11th Street and Pennsylvania Avenue intersections.• Complete and improve the park road system.• Build 20 miles of Riverwalk.	<ul style="list-style-type: none">• A new park road crossing at Massachusetts Avenue.• Extend Massachusetts Avenue to the water.• Improve East Capitol Street Bridge to accomodate pedestrians and bikes and link to Riverwalk.	<ul style="list-style-type: none">• Extend Howard Road.• Improve Anacostia Metro station to accomodate multi-modal access.• Realign and reconstruct a lower, local Douglass Bridge with Riverwalk access.	<ul style="list-style-type: none">• Reconstructed bridges with increased access for local traffic and pedestrians: Douglass Bridge, 11th Street Bridges, Pennsylvania Avenue Bridge, and Benning Road Bridge.• Waterfront light-rail line connecting M Street, SE, Anacostia Metro, and Minnesota Avenue Metro.	<ul style="list-style-type: none">• Extension of neighborhood street network to waterfront.• Extension of M Street to Barney Circle.• Southeast Freeway transformed into a parkway.	<ul style="list-style-type: none">• New Highway Tunnel across river and under South Capitol Street.• Restoration of South Capitol Street as a vital commercial boulevard.• New local bridge crossing and alignment.	<ul style="list-style-type: none">• Transform Maine Avenue into a tree-lined urban boulevard.• New lightrail on Maine Avenue.• Multi-modal transportation center at 10th St. Overlook.
<ul style="list-style-type: none">• 122 total acres of playing fields.• 93 total acres of passive recreation.• 370 acres of nature-based recreation.• 64 total acres of neighborhood recreation.• Build the Riverwalk, 20 miles of connected trails and bikeways.• New RiverParks Aquatic Recreation Center.	<ul style="list-style-type: none">• New Meadows Park at waterfront and Village Square Plaza at Metro Station.• Paddle boat launch south of Benning Bridge.• Kingman Island nature trails.	<ul style="list-style-type: none">• New boat landing at terminus of Good Hope Road.• New visitors center for the National Park Service.• Additional playing fields.	<ul style="list-style-type: none">• Upgraded and expanded Riverwalk and Trail.• New RiverParks athletic fields at Kenilworth Park.• New RiverParks Aquatic Recreation Center.• Additional playing fields throughout Anacostia Park.• Restored Watts Branch linear park.	<ul style="list-style-type: none">• New park at Southeast Federal Center waterfront.• New Canal Blocks park.• Continuous Riverwalk esplanade.• New Park at East M Street waterfront.		<ul style="list-style-type: none">• New Riverwalk promenade.• New bike trails.• A new pedestrian bridge to East Potomac Park from Southwest Waterfront.• A new civic park at M Street terminus.
<ul style="list-style-type: none">• New marinas along the river.• National Park Service Visitor's Center.	<ul style="list-style-type: none">• Improved sports and entertainment facilities at RFK Stadium.• Shuttlebus service to RFK Stadium and RiverParks during peak park usage.	<ul style="list-style-type: none">• New memorial of national significance.• New Memorial Gardens plus potential for a sculpture garden/museum.• New amphitheatre.	<ul style="list-style-type: none">• Monuments and public art at all gateways.• New RiverParks Nature Center at Kingman Island.• New memorial gardens at Poplar Point.• New cultural institution at Poplar Point.• New amphitheatre at Poplar Point.	<ul style="list-style-type: none">• Significant new public plaza at the SEFC waterfront.• 100,000 s.f. of cultural space at SEFC.	<ul style="list-style-type: none">• New monument site at the terminus of South Capitol Street Corridor.• A new gateway to Washington from the Suitland Parkway.	<ul style="list-style-type: none">• Market Square plaza at the fish market.• New museum sites at civic park.• Museum of national significance at 10th Street Overlook.• Arena Stage expansion.
<ul style="list-style-type: none">• 19 new points of access from the neighborhoods to the parks and water• Enhanced park gateways.• New government center at 11th Street Bridges.	<ul style="list-style-type: none">• 800 new housing units.• New job opportunities created by offices, clinics, and other health care institutions.• Neighborhood retail at Metro.	<ul style="list-style-type: none">• Approximately 1,000 new residential units with ground-floor mixed uses along Howard Road.• Improved access to waterfront from Anacostia Metro station and Historic Anacostia.	<ul style="list-style-type: none">• New government centers at Historic Anacostia Gateway and Minnesota Avenue/ Benning Gateway.• Strengthened commercial centers at all gateways.	<ul style="list-style-type: none">• 1,750 units of mixed-income housing at Capper-Carrollsborg.• 1,000 residential units at SEFC.• 25,000 new jobs over a 15-year period.• 2,000,000 s.f. of retail.	<ul style="list-style-type: none">• Additional mixed-use development at Buzzard Point.• New employment opportunities along South Capitol Street Corridor.	<ul style="list-style-type: none">• 770 new residential units.• 233,000 s.f. of new retail space.• 180,000 s.f. of new cultural space.• 215,000 s.f. of new hotel.

Anacostia Park

"Peerless waterfront parks in both natural and urban settings."

USE	DEVELOPMENT GOAL
Active recreation areas and facilities	250 acres
Open space/habitat	750 acres
Commemorative spaces	25 sites
Cultural facilities	45+ acres
Riverwalk, trails, and promenades	48 miles



The Vision: The Anacostia Riverwalk and Trail.



Kenilworth Park today.

Vision

As the centerpiece of the Anacostia RiverParks, Anacostia Park will feature peerless waterfront parks in both natural and urban settings.

The Site

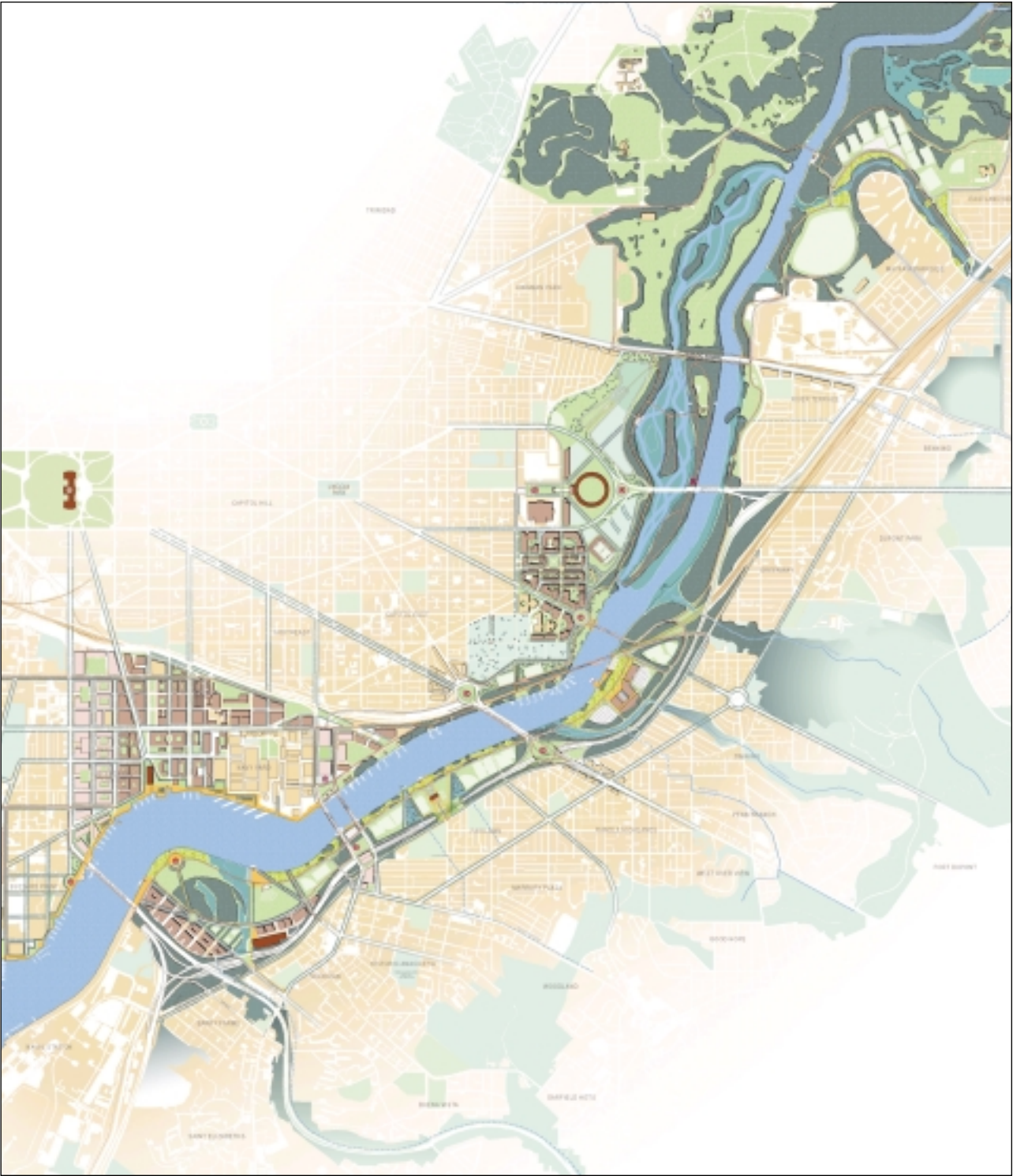
Anacostia Park spans over 1,200 acres stretching seven miles from the Frederick Douglass Memorial Bridge to the D.C./Maryland border. The park includes Kenilworth Park and Aquatic Gardens, the Langston Golf Course, and the areas known as Anacostia Park and Poplar Point. It is owned and managed by the National Park Service.

The Problem

Anacostia Park is a multi-use, linear park with an extended shoreline that suffers from disinvestment. It is difficult to access from surrounding communities and confusing to find for visitors. Most facilities are isolated from each other, and no continuous park experience is possible due to fragmentation by highways and a railroad. Being a pedestrian in Anacostia Park is a daunting experience.

The Plan

Linking the disparate pieces of the park together with the Anacostia Riverwalk and Trail and an improved park road system will unify Anacostia Park and other open spaces along the river into a continuous park corridor, the Anacostia RiverParks. Integrating the park into a larger regional system will transform the green areas into an extended “emerald necklace,” helping to join the city together and offering unique experiences along water-ways in the Washington metropolitan region.



Illustrative plan of Anacostial Park.

Kingman and Heritage Islands

"Creating a living classroom."

Vision

These islands will become a city-wide resource for environmental education, habitat exploration, and reflection.

The Site

Kingman and Heritage Islands were created by the U.S. Army Corps of Engineers (US-ACE) in 1916, from dredge taken out of the Anacostia River. Kingman Island is one-and-a-half miles long with 45 acres of land. It is bisected by Benning Road, NE, and the northern half is owned by the National Park Service as part of Langston Golf Course. Heritage Island, located west of Kingman Island, comprises five acres. Since 2000 the islands have been under the jurisdiction of the District of Columbia.

The Problem

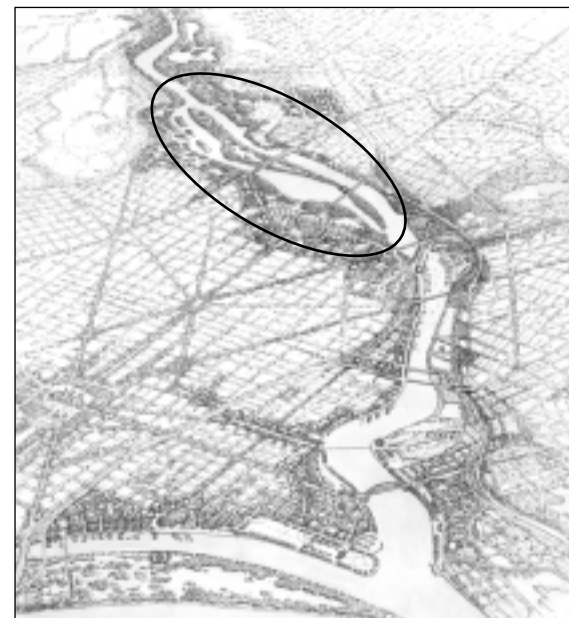
The islands were originally planned as a recreational area for the surrounding neighborhoods. However, they have been neglected and abused for many years. An environmental assessment by the US-ACE indicates that the soil is safe for normal contact, requiring only minor remediation. Currently, the islands are closed to the public, except for special programs and events, until site and habitat restoration are completed.

The Plan

Restoration progress has already been made. A 100-foot wooden bridge has been reconstructed by the Navy Sea Bees. And in 2000, the Environmental Health Administration restored over 41 acres of historic tidal freshwater marsh in Kingman Lake, abutting the islands, at a cost of over \$7 million. The plan for Kingman and Heritage Islands includes a new nature and exhibit center, self-guided nature trails and a memorial tree grove.



The Vision: Restored wetlands and a Nature Center.



The Target Area.



The Site: Kingman and Heritage Islands today.



Illustrative plan of Kingman and Heritage Islands.

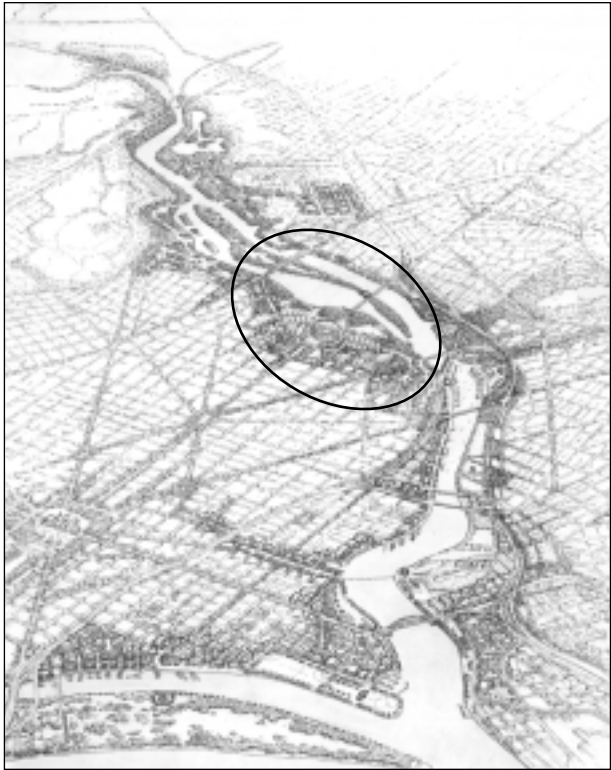
Hill East Waterfront/RFK Area

“Re-envision the Hill East site as a beautiful public place.”

USE	DEVELOPMENT GOAL
Residential	1,000 units
Health care, clinics, Offices	3.2 M s.f.
Retail	35,200 s.f.
Open space	16 acres



Rendering of Hill East looking west.



The Target Area.



The Vision: Monument Circle and the Hill East Meadows.



The Site: Reservation 13 today.

Vision

This area will become an urban waterfront district serving the District of Columbia and connecting the surrounding neighborhoods to the Anacostia River via public streets and green parks. It will serve as a rich resource, hosting a range of public uses and facilities for health care, civic, residential, educational, community, and other purposes. Pedestrian-oriented, with a human scale, it will be a convenient, safe, and pleasurable place to visit, live, work, and play.

Overview

This plan presents the first opportunity to re-envision the Hill East site, not as a Reservation, but as a beautiful public place that links the existing neighborhood to the waterfront while also meeting city-wide and neighborhood needs for recreation, civic space, and housing.

This vision was developed with the input and cooperation of many stakeholders. Various agencies, including the D.C. Department of Health and the Department of Corrections, came together under the leadership of the City Administrator and the District of Columbia Office of Planning. Neighborhood residents, the Sports and Entertainment Commission, the Congressional Cemetery, and other stakeholders united with District agencies to constitute the project Steering Committee, which guided decisions and evaluated the planning process.

Four public meetings and a three-day intensive planning workshop were held during the winter of 2001. These events gathered public input to shape the principles that will direct the plan’s implementation. Over 300 people from across the city participated in this community planning process. The D.C. City Council approved the Hill East Master Plan on October 15, 2002.

The Site

The Hill East waterfront lies on the eastern fringe of the Hill East neighborhood, on the west bank of the Anacostia River. The area includes public Reservation 13, the eastern edge of Capitol Hill, RFK Stadium, the D.C. Armory, and Congressional Cemetery.

Situated at the center of the Hill East area, Reservation 13 houses the D.C. Jail and the D.C. General public hospital. From the time of the L’Enfant Plan to the present day, Reservation 13 has been an isolated campus, separate from the neighborhood and an obstacle between residents and their waterfront.

The Problem

There are a number of factors that prevent the existing Reservation 13 from being a public resource that contributes to the health and vitality of Washington, its neighborhoods, and its waterfront:



Illustrative plan of Hill East.

- The site is thoroughly isolated from the city, with few designated points of entry.
- The buildings on the site are nearing the end of their lifecycle and are in need of significant repair and/or replacement.
- The site is disorganized and thus makes inefficient use of a large area of waterfront land.
- Parking is a prevalent use on the site. Interconnected parking lots exist in place of regular streets. Large paved surfaces negatively affect both the human and natural environments.
- There is no distinct sense of public space. The site lacks sidewalks, parks, or other public space features.
- Public safety on the site is a serious concern, due to both ill-located facilities and the limited and complicated circulation pattern that makes the site difficult to patrol or watch.

At present, the waterfront is entirely inaccessible from the site. Furthermore, even if the waterfront could be accessed, the quality of the river’s edge is not inviting and must be improved.

- The site does not contribute positively to the strength or image of the neighborhood or the city.
- The Hill East plan aims to address these conditions in order to realize the tremendous potential of this site.

The Plan

The Master Plan for the Hill East waterfront envisions transforming Reservation 13 from an isolated campus to a mixed-use waterfront neighborhood. Extending neighborhood-scaled streets will enable the site to accommodate diverse uses and offer unrestricted access to the Anacostia waterfront. The introduction of new streets and city blocks will create a network of urban spaces and public parks. The presence of local residents will be vital, creating demand



Proposed land-use diagram of Hill East.

for a new balance of uses spread throughout the day. The new neighborhood will be safe, connected to the rest of the city, and home to state-of-the-art buildings for city services. The most notable elements of the plan propose extending Massachusetts Avenue to the Anacostia River, creating a village square at the Stadium-Armory Metro station, and introducing a vast new park, Hill East Meadows, at the Anacostia waterfront as part of the Anacostia RiverParks.

With the existing buildings of the D.C. Jail and Correctional Treatment Facility remaining in place, over 40 of the 67 acres on the site are available for redevelopment consideration. The plan proposes rebuilding the facilities now on the site and adding a variety of others, including new facilities for health care and recreation, as well as new residential buildings, institutions, and municipal offices. New building activity will be concentrated close to the Stadium-Armory Metro station and will define the termination of Massachusetts Avenue at the water.

Planning Principles

- 1 Connect and integrate Reservation 13 with adjacent neighborhoods, and with the new waterfront park and Riverwalk along the Anacostia River.
- 2 Utilize the site to meet a diversity of public needs, including health care, education, employment, government services and administration, and recreation and housing.
- 3 the existing pattern of local streets to and through the site to create simple, well-organized city blocks and appropriately scaled development.
- 4 Maintain a human scale with building heights that match existing neighborhood buildings and rise as the site slopes down to the Anacostia waterfront.
- 5 Connect the Hill East neighborhood and the city at large to the waterfront, via tree-lined public streets, recreational trails, and increased access to waterfront parkland.

Demonstrate environmental stewardship through environmentally sensitive design, ample open spaces, and a great waterfront park to serve as public amenities, benefiting the neighborhood and the city.
- 7 Promote transit-oriented development (TOD) by introducing new uses near Metro stations. Create an environment where pedestrian, cycling, and automobile routes are complementary and unobtrusive, reducing the impact of traffic on adjacent neighborhood streets.
- 8 Create attractive places of unique and complementary character, including:
 - Massachusetts Avenue as a grand boulevard in the tradition of the L’Enfant plan, opening access to the Anacostia waterfront.
 - A new village square around the Metro station at C and 19th Streets that serves the unmet commercial needs of the neighborhood.
 - A grand public waterfront park, The Meadows, that incorporates monumental places and quiet natural retreats, accessed by a meandering Riverwalk and park road set back from the Anacostia River.
- 9 Limit improvements to correctional facilities to areas south of Massachusetts Avenue.

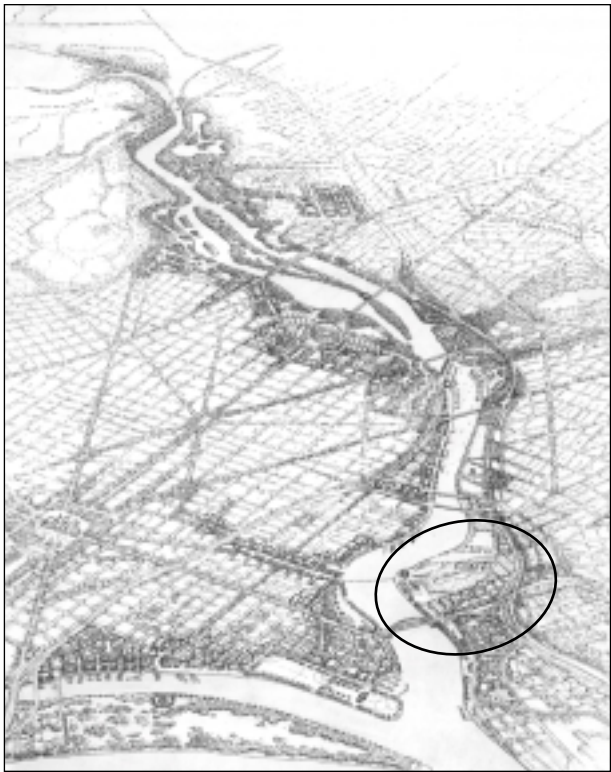
Poplar Point

“The vision: a signature waterfront park serving as a green gateway to the Anacostia River and the RiverParks system.”

USE	DEVELOPMENT GOAL
Open space	60 acres
Cultural	350,000 s.f.
Residential	1,000 units
Parking	700 spaces (existing)



Artist's rendering of a revitalized Poplar Point.



The Target Area.



The Vision: An afternoon concert at Poplar Point.



The Site: Poplar Point today.

Vision

A signature waterfront park serving as a green gateway to the Anacostia River and the RiverParks system, Poplar Point will be a showcase of ecological restoration, culture, history, and community. With strong connections to commercial activity in Historic Anacostia, the Point will be a catalyst for neighborhood economic development.

Overview

Poplar Point presents a magnificent opportunity for Historic Anacostia, the city, and the region to reconnect with the Anacostia waterfront. This plan envisions Poplar Point as a great cultural park within the Anacostia RiverParks system, a prominent destination on a par with Washington’s most memorable public places, and a resource for revitalizing the surrounding neighborhoods. The plan aims to achieve this vision through diverse public uses and activities on the waterfront, with excellent inter-modal access to all.

The Site

Poplar Point occupies a prime and highly visible location on the east side of the Anacostia River, directly across from the Navy Yard. It is a 110-acre area, bounded by the Anacostia River to the north, the Frederick Douglass Bridge to the west, the 11th Street Bridges to the east, and the Anacostia Freeway (Interstate 295) and Suitland Parkway to the south. The site contains the Anacostia Metro station, a WMATA parking garage, the US Park Police and National Park Service complex and helipad, two former tree and plant nurseries, and 60 acres of managed meadows.

The Problem

Long isolated from surrounding neighborhoods by freeways and large institutional uses, and with substantial areas fenced off from the public, Poplar Point is not being used to its great potential. The 60 acres of national parkland are unsuitable for recreation; current uses, isolated land, and contamination constitute a barren wasteland.

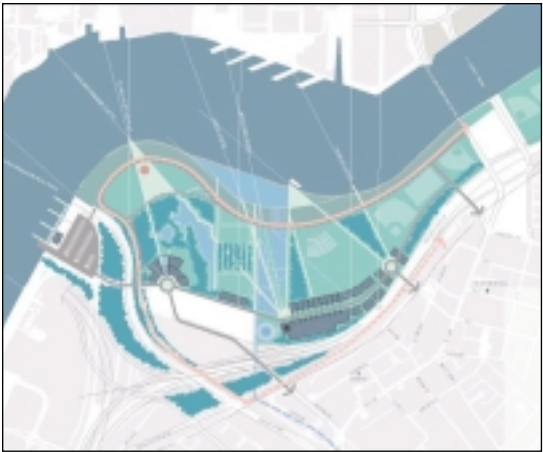
The Plan

Approximately 60 acres of parkland will contain a variety of uses, including the primary visitors center to the Anacostia RiverParks, the Riverwalk and Trail, memorial gardens, and outdoor performance spaces. The site will also feature a cultural institution of national prominence, restored wetlands, a rehabilitated Stickfoot Creek, improved recreation fields, and transit-oriented development (TOD). The plan is designed to extend activity from Martin Luther King Jr. Avenue in Historic Anacostia to the water, along enhanced gateways at Howard Road and Good Hope Road.

The plan also proposes to:

- Daylight Stickfoot Creek with wetlands and riparian vegetation as a central feature of the park.
- Design “the point” as a place of civic significance by revealing the New Jersey Avenue axis to highlight views of the U.S. Capitol Building.

- Place appropriately scaled buildings in front of the parking garage to reduce its bulky presence.
- Upgrade the Anacostia Metro as an inter-modal station with buses, shuttles, bicycle and pedestrian routes, and links to water taxis and ferries.
- Realign Anacostia Drive as an elegant crescent road framing the park, with public and private uses
- Design Howard Road, Good Hope Road, and W Street as gateways into Poplar Point Park.
- Link Martin Luther King Avenue and Historic Anacostia to Poplar Point via joint development on the WMATA site, a Howard Road that contains a vibrant mix of uses, and the existing private parcels.
- Lower the Anacostia Freeway (I-295) in its current location to allow better crossings from the Historic Anacostia neighborhood.
- Create a new tunnel crossing for regional traffic on South Capitol Street, and rebuild and relocate the Frederick Douglass Bridge.
- Frame the Suitland Parkway, a major gateway to the city, with a unique and memorable landscape.



Park plan and view analysis.



Plan of improvements at Poplar Point.

Planning Principles

1 A Green Gateway to the River

Poplar Point should be a gracious, inviting, green gateway to Anacostia Park and the Anacostia River. It should be redesigned to promote access to parkland, and to allow for the restoration of Stickfoot Creek and accompanying wetlands.

2 A Place of Arrival

Poplar Point should be the arrival point to the Anacostia RiverParks by multiple modes – transit, water taxi, and car, along with local and regional bike and pedestrian trails, paths, and sidewalks. Community access to the park should be strengthened with redesigned park gateways at Howard Street, W Street, and Good Hope Road.

3 A Signature Waterfront Park

Design, restoration, and reclamation of the Poplar Point waterfront should result in a landscape of memorable beauty and environmental sensitivity. This park should be a jewel in the family of parks, gardens, trails, and gathering spaces along the Anacostia waterfront.

4 A Home to Culture, History, and Community

Poplar Point should commemorate history and culture – creating new, accessible sites for memorial gardens, culture, and museums, and linking the park to a vital residential and commercial neighborhood in Historic Anacostia.

5 An Opportunity for Neighborhood Development

Areas of development on Poplar Point should feel like the extension of surrounding neighborhoods in Historic Anacostia. New uses should serve the community and be built to a compatible scale. They should help complement existing uses on MLK Avenue and help connect existing neighborhoods to the waterfront. Uses such as housing, neighborhood retail, museums, and community facilities should all be included.

East of the River Gateways

“Improved recreation facilities, new cultural institutions, and environmental restoration.”



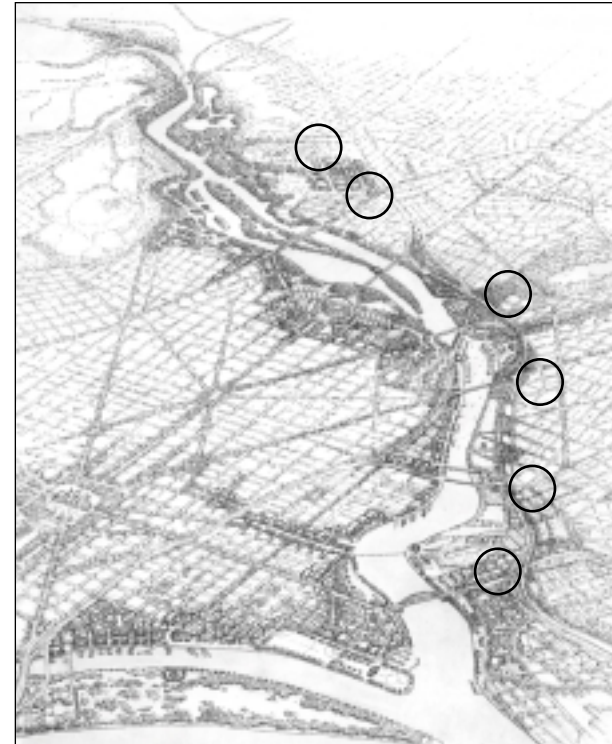
The site of the future Pennsylvania Avenue Gateway. Currently Washington's great avenues and the Anacostia freeway cross one another with complicated interchanges.



The site of the future Historic Anacostia Gateway: the Good Hope Road park entrance as it exists today.



The site of the future Historic Anacostia Gateway. The 11th Street Bridges are currently high-speed highway bridges with no pedestrian or bike access. They serve regional commuter traffic instead of the neighborhoods adjacent to them.



East of the River Gateways.

Vision

The east-of-the-river gateways are commercial nodes as well as entry points to the Anacostia RiverParks. They will provide enhanced retail and commercial services, increased local and pedestrian access to waterfront open spaces, and improved connections to the western side of the river.

Overview

The Anacostia Freeway (I-295) currently creates a lateral border between the river, Anacostia Park, and adjacent neighborhoods. Opportunities to break through this barrier exist where the river crossings intersect with underdeveloped commercial centers, as they do at Pennsylvania Avenue and Benning Road. These centers must be strengthened as neighborhood gateways to better serve the surrounding communities and enhance access to the Anacostia RiverParks system.



The Vision: Beautiful gateways to and across the river.

The six gateways are:

1 Howard Road Gateway – encompasses the area around the Anacostia Metro station and Howard Road crossing under the Anacostia Freeway (I-295) into Poplar Point.

2 Historic Anacostia Gateway – located where Good Hope Road meets Martin Luther King Jr. Avenue, and leads under the Anacostia Freeway into Anacostia Park, or crosses the 11th Street Bridges.

3 Pennsylvania Avenue Gateway – located at the high-speed interchange of Pennsylvania Avenue and the Anacostia Freeway. Heading west from Fairlawn and Dupont Park, Pennsylvania Avenue provides access to Anacostia Park, the Anacostia Freeway, and the Sousa Bridge through a series of ramps and complex turning lanes.

4 Randle Circle Gateway – where Massachusetts Avenue meets Minnesota Avenue. Access to Anacostia Park is impaired by the Anacostia Freeway and the CSX railroad tracks, separating the Twining neighborhood from the waterfront.

5 Benning Gateway – Benning Road intersects Kenilworth Avenue, provides access to the Minnesota Avenue Metro and borders the northern side of River Terrace as it leads to the Benning Road bridge and Kingman Island. This road forms a major commercial corridor on both the east and west sides of the Anacostia River.

6 Watts Branch Gateway – where Kenilworth Avenue meets Nannie Helen Burroughs Avenue and Watts Branch linear park, leading into Kenilworth Park and Aquatic Gardens.

The Plan

Due to Anacostia Park's location along the entire eastern bank of the Anacostia waterfront, most of the AWI recommendations east of the river involve improved recreation facilities, new cultural institutions, and environmental restoration. It is important to ensure that these projects, along with development on the west side of the river, become drivers for economic development, employment,

The East of the River Gateways shown in relation to proposed transit, government centers and waterfront recreation.

commerce, and education in neighborhoods east of the river. Capitalizing on waterfront development can be accomplished by addressing issues of:

- Equity ownership and investment opportunities at a community level;
- Job training and hiring, for example, by involving schools and institutions of higher learning in new tourism opportunities and environmental restoration efforts along the waterfront;
- Hiring of qualified minority contractors and Washington-area residents for construction and maintenance of projects;
- Working with stakeholder agencies, such as the National Park Service, to explore development opportunities for underutilized land.

The east-of-the-river gateways provide focus areas for improvements and development that can serve as catalysts to economic rejuvenation in the adjacent neighborhoods:

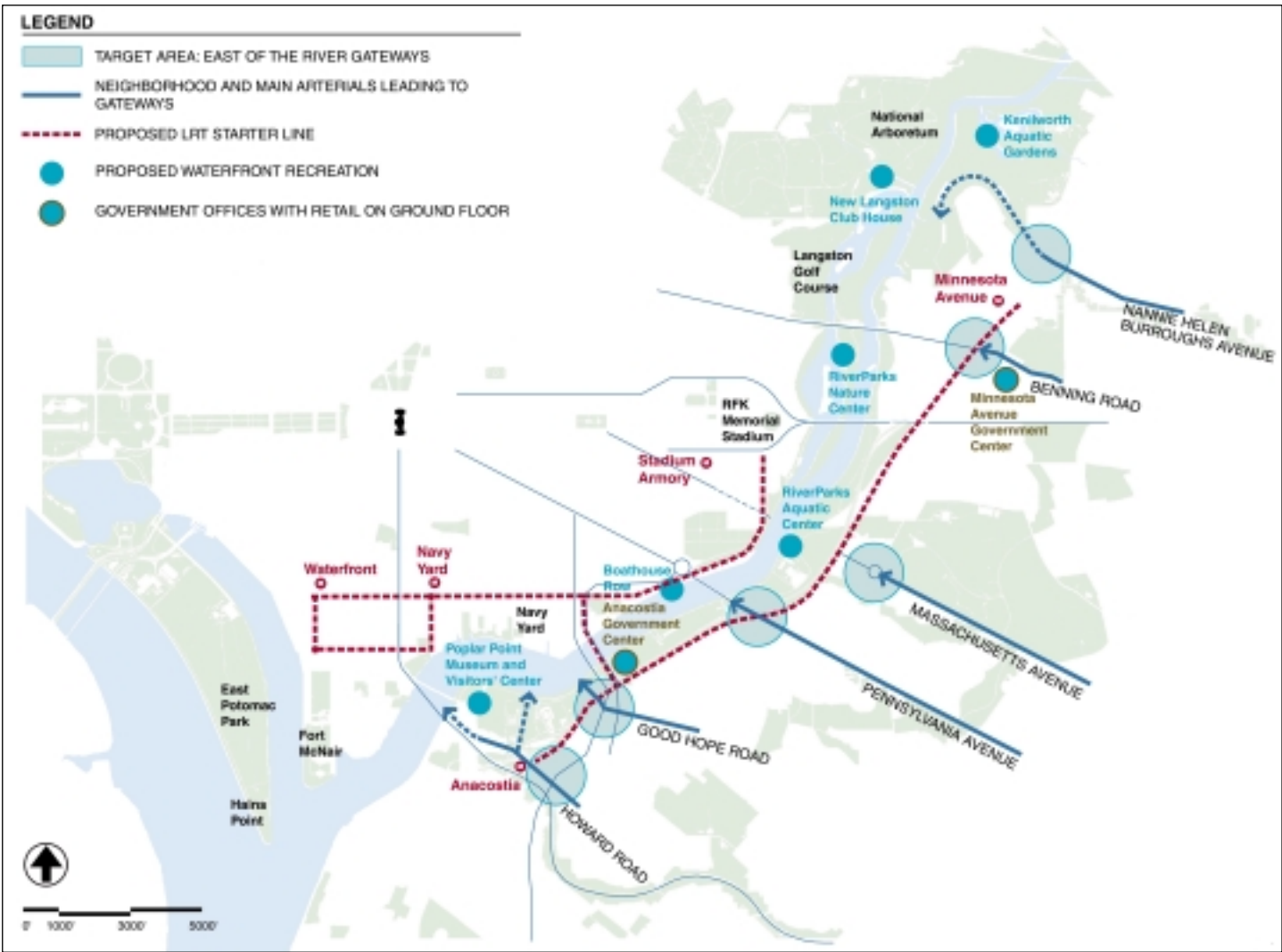
1 Howard Road Gateway: This is a green gateway to a new Poplar Point cultural park. It leads from Historic Anacostia, the Anacostia Metro, and the Suitland Parkway to a new waterfront cultural institution and the RiverParks Visitor’s Center.

Reconfiguring the transportation system around the Howard Road gateway is essential for creating access to the new Poplar Point cultural park. The conversion of the Anacostia Metro Station to a multi-modal transportation terminal that includes light rail will also add points of access for pedestrians approaching from MLK Jr. Avenue. Daylighting Stickfoot Creek will create a green-landscaped path directly to the waterfront from surrounding neighborhoods, and an enhanced streetscape along Howard Road will accompany new mixed-use development. A new pedestrian-friendly Douglass Bridge and a boat landing at Poplar Point will facilitate access from the western bank of the river.

2 Historic Anacostia Gateway: The streetscape and façade improvements along Martin Luther King Jr. Avenue outlined in the Strategic Investment and Development Plan for Historic Anacostia will contribute to creating a splendid gateway leading from Historic Anacostia to the waterfront. This gateway includes the new Anacostia Gateway Government Center that will house several District government agencies along with 65,000 square feet of commercial space featuring retail businesses on the ground floor. Recreation fields and a boat landing at the enhanced Good Hope Road entrance to the Anacostia RiverParks will also increase activity on Martin Luther King Jr. Avenue. The 11th Street Bridges will be reconfigured to accommodate pedestrians, local traffic, and potentially the new waterfront light-rail line.

3 Pennsylvania Avenue Gateway: This will be a neighborhood retail node that re-establishes the civic importance of Pennsylvania Avenue on the east side of the river and creates an attractive entrance to the RiverParks’ most significant recreation facilities. A new traffic interchange created by lowering I-295 will manage local traffic at grade and create a pedestrian-friendly environment. It will allow for streetscape improvements, a monument site, increased access to the waterfront and the Boathouse Row on the west side, and an enhanced and strengthened retail corridor. The East of the River Pennsylvania Avenue Revitalization Task Force is currently working on creating a plan that will improve and enhance the physical landscape and economic vitality of the corridor.

4 Randle Circle Gateway: The continuous park road for the RiverParks will connect Massachusetts Avenue from the new Hill East neighborhood to Randle Circle, creating access to a new state-of-the-art Aquatic Recreation Center on the east side of the river and Hill East Meadows park on the west side of the river. Daylighting the Fort Davis, Pope Branch, and Fort Dupont streams will create green-landscaped trails from the surrounding neighborhoods to the waterfront RiverParks.



5 Benning Gateway: A new government center at the Minnesota Avenue Metro (which will also be a terminus for the waterfront light-rail line) will join the established commercial corridor on Minnesota Avenue and Benning Road. This project will house the headquarters for the Department of Employment Services and is envisioned as a transit-oriented, mixed-use development with ground floor retail. Safe intersections will be created on Benning Road to better connect surrounding neighborhoods to each other and to this important commercial corridor. Increased pedestrian access on the Benning Road Bridge will facilitate access to Kingman Island, Langston Golf Course, and RFK Stadium.

6 Watts Branch Gateway: A restored Watts Branch creek and trail creates a direct, green connection from the Maryland border to the Anacostia waterfront at Kenilworth Park and Aquatic Gardens. An enhanced underpass at Nannie Helen Burroughs Avenue will welcome neighbors to the waterfront. A new pedestrian bridge across the Anacostia River will connect Kenilworth Park to the National Arboretum and Langston Golf Course.

The Near Southeast Waterfront

“It is imperative that new development does not replicate existing barriers to the waterfront.”

USE	EXISTING	DEVELOPMENT GOAL
Residential	720 units	10,000 units
Commercial/office	4 million s.f.	15 million s.f.
Open space	40 acres	60 acres



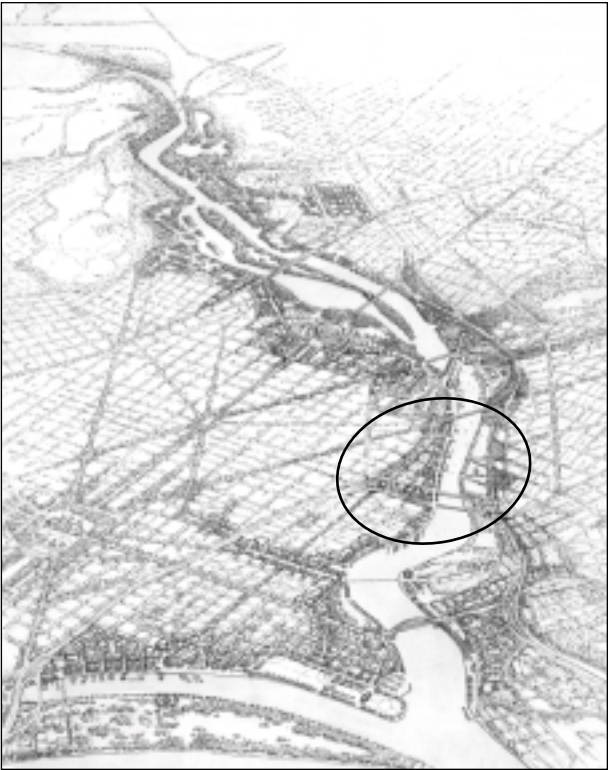
Aerial rendering.



The Site: As it exists today.



View of the Navy Yard.



The Target Area.

Vision

This dense urban area will re-establish the historic Carrollsburg neighborhood along the Anacostia River, with unprecedented public access to the waterfront. It will be an active, transit-oriented neighborhood with a combination of mixed-income housing, offices, retail uses, and cultural destinations. The area will contain a network of public spaces, including parks, waterfront esplanades, and maritime piers that are linked together by the Anacostia Riverwalk.

Overview

The Near Southeast is at the forefront of the Anacostia waterfront’s revitalization, with at least 40 percent of its land area currently subject to redevelopment.



The Vision: A network of public spaces, including parks, waterfront esplanades, and maritime piers.

Over the past five years, the Washington Navy Yard has increased on-site employment to over 10,000 persons, and private developers have constructed multiple new office buildings on M Street for businesses related to the Navy Yard. Other projects include a mixed-income Hope VI residential development at the Capper-Carrollsburg Dwellings, a new Marine Barracks, and a new U.S. Department of Transportation (DOT) headquarters on M Street. In addition, there is the General Service Administration’s (GSA) project for the private redevelopment of the 44-acre Southeast Federal Center (SEFC) site, and the continued development of the Washington Gas site. If this development is guided by a comprehensive vision, the infusion of billions of public and private dollars can transform a once industrial area into a vibrant waterfront neighborhood.

The planning process in the Near Southeast includes both the coordination of agency actions and the District’s preparation for a number of significant zoning revisions. The D.C. Office of Planning (DCOP) has been coordinating the main stakeholders in this area, including the Navy, GSA, U.S. DOT, D.C. Housing Authority, D.C. Water and Sewer Authority, and private developers and residents. In its coordinating capacity, DCOP has mediated between citizen stakeholders, federal actions, and private development projects in an effort to expose and recapture the Anacostia waterfront as a public element of Washington, D.C.

The Site

The Near Southeast area is located south of the Capitol Building and is bounded by Interstate 395 to the north, South Capitol Street to the west and the 11th Street Bridges to the east. This area comprises approximately 346 acres. The oldest Navy Yard in the country is situated here, as is the Navy Yard Metro station, the vacant Southeast Federal Center site, and the Capper-Carrollsborg housing project, recipient of a \$35 million Hope VI grant.

The Problem

The principal challenge for this area and its stakeholders is coordinating the burgeoning development activity to produce an integrated neighborhood that guarantees public access to the Anacostia waterfront and provides mixed-income housing opportunities for existing and future residents.

It is imperative that new development does not replicate existing barriers to the waterfront by creating isolated precincts that restrict and diminish the neighborhood’s public realm. The imposing transportation infrastructure that bounds the site – I-395, South Capitol Street, and the 11th Street Bridges – act as formidable barriers between the Near Southeast and surrounding neighborhoods, causing a pattern of isolation and disinvestment in the area. Overcoming these barriers is another key goal of the Urban Design Framework for the Near Southeast.

The Framework

The Urban Design Framework for the Near Southeast proposes a rebuilding of the historic Carrollsborg neighborhood at the Anacostia waterfront. It focuses on the neighborhood’s public realm – the street connections, public open spaces, and the Riverwalk. These will tie the distinct development projects together and recover the waterfront as an essential neighborhood amenity for all to enjoy.

The most significant public spaces proposed are the Canal Blocks Park adjacent to the Hope VI development, a waterfront park at the Southeast Federal Center, and a Riverwalk that will provide 1.8 miles of continuous, publicly accessible shoreline in the Near Southeast.



Illustrative plan of the Near Southeast Waterfront.

Proposed land use for the Near Southeast includes a significant increase in residential density, concentrated primarily in the Hope VI development, at the SEFC waterfront, around the Canal Blocks, at the eastern end of M Street, and along 8th Street. Office development combined with street-level retail is encouraged along M Street to create a pedestrian-friendly, urban boulevard.

The Framework recommends the extension of New Jersey Avenue, 3rd Street, and 4th Street through the SEFC site to facilitate public access to the waterfront. Water Street, on the eastern edge of the Near Southeast, must also be

improved to clearly define the edge between private development and an improved Boathouse Row and waterfront park. Virginia Avenue should serve as a greenway to link Capitol Hill, Garfield Park, and the new Marine Barracks playing field to a gateway where Virginia Avenue meets the Anacostia waterfront.

As the Framework’s recommendations are implemented, a vital new neighborhood on the waterfront will emerge, creating a great public amenity for residents and employees, while playing a key role in the larger objective of reconnecting Washington to the Anacostia waterfront.

Planning Principles

- 1 Extend the surrounding urban fabric to the waterfront, bringing the city to the Anacostia River.
- 2 Build upon the current wave of public and private development to create a comprehensive vision for the Near Southeast, integrating diverse projects.
- 3 Create continuous public access to the Anacostia River waterfront, as part of the Anacostia Riverwalk and Trail.
- 4 Create a linked network of public parks, open spaces, greenways, and tree-lined streets to tie the Near Southeast neighborhood together and to the waterfront.
- 5 Create a major waterfront park destination for residents, employees, and visitors.
- 6 Maximize access to the waterfront from residential areas by extending existing streets and view corridors to the river.
- 7 Emphasize mixed-use development, integrating commercial and residential areas, to form a lively and active neighborhood throughout the Near Southeast.
- 8 Provide diversity in housing types and income levels to ensure a strong and balanced neighborhood.
- 9 Encourage commercial development to maximize economic growth and job creation, emphasizing major street corridors and transit connections.
- 10 Create linkages to the adjacent neighborhoods of Capitol Hill and Southwest by overcoming the physical and psychological barriers of the highway network.
- 11 Encourage low-impact development with “green” building techniques for sustainable architecture and landscape design.

The South Capitol Street Corridor

"South Capitol Street will become a mixed-use employment corridor and a significant gateway to the Capitol."

USE	DEVELOPMENT GOAL
Residential	10,000 units
Commercial	5 million s.f.
Cultural	1 million s.f.
Open space	15 acres



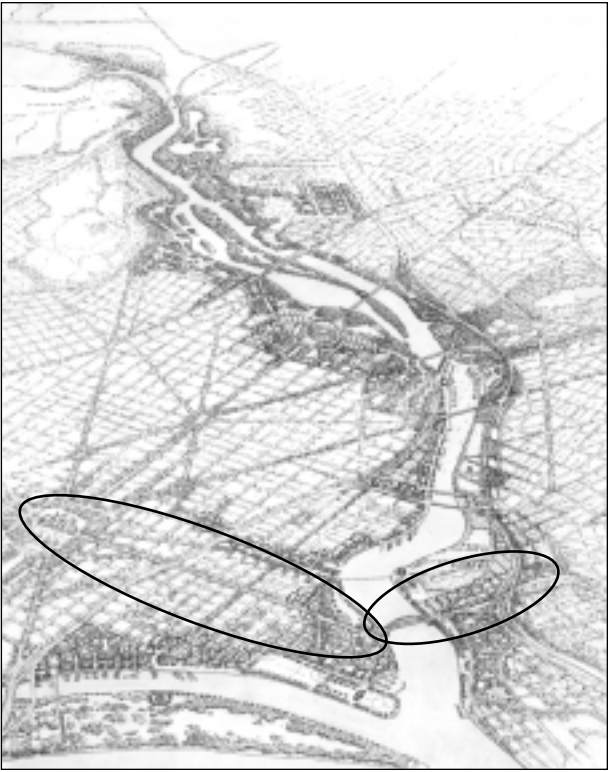
Oil storage facility immediately south of the Frederick Douglass Bridge.

Vision

This area will become a mixed-use employment corridor and a significant gateway to the Capitol, serving Washington, Maryland, and visitors from elsewhere. It will be centered on a great boulevard that includes retail activities and cultural destinations, and provides a gracious civic environment for pedestrians and bicyclists. The reconfigured corridor will facilitate access to – and connections between – Buzzard Point, Poplar Point, the Near Southeast, Southwest, and Historic Anacostia neighborhoods.

Overview

Emanating from the U.S. Capitol and reaching south to the Anacostia River, South Capitol Street is Washington’s great southern axis. As one of the four great L’Enfant axes extending from the Capitol, South Capitol Street connects to the Suitland Parkway that leads to Maryland and Andrews Air Force Base, and offers visitors, commuters, and visiting heads-of-state their first view of the nation’s capital.



The Target Area.

South Capitol Street currently carries 60,000 vehicles per day. More than just a commuting gateway, it is a corridor of diverse neighborhoods extending from Capitol Hill to Historic Anacostia. The presence of federal buildings and historic neighborhoods make this an area where local and federal interests converge.

The Site

Land uses within the corridor are largely industrial, as this is one of the few areas of the city that was zoned for such activity. Existing residential pockets include areas just north of I-395, in the Capitol Hill section of the corridor, an established residential neighborhood just west of South Capitol Street between M and P Streets, and the Barry Farm public housing development on the east side of the river. Most of the corridor’s open space is found at Poplar Point, on the east side of the river.



The Vision: South Capitol Street as a grand urban boulevard with signature bridge.

The Problem

Despite South Capitol Street’s importance as an urban gateway, the corridor currently greets those approaching the city with backed-up traffic, tangled transportation infrastructure, and industrial and underutilized land.

Owing to the area’s current design as an extension of the freeway system, no pedestrian environment exists, and local neighborhood connections are difficult. Both the roadway and the Frederick Douglass Bridge are in dire need of repair; sidewalks are in disrepair and treeless; automobile-oriented land uses – like fast food establishments and auto repair shops – predominate; and quality open spaces are non-existent. High-speed traffic and the lack of signalized intersections make South Capitol Street a substantial barrier between adjacent neighborhoods.

The Plan

The vision for South Capitol Street involves a multi-modal transportation corridor that knits neighborhoods together

and creates a vibrant commercial boulevard, with uplifting public places and civic destinations. This vision can be achieved by shifting regional traffic into public transit and a below-ground tunnel. Ground-level South Capitol Street can thus become a magnificent urban boulevard in the civic tradition of the L’Enfant street plan.

Replacing the Frederick Douglass Bridge offers once-in-a-century opportunities: to reconfigure the existing highway ramps for better access to development areas and to introduce impressive civic architecture, forming a worthy gateway to the Capitol.

South Capitol is a long-term growth and employment corridor that can support a mixture of uses, including new residential and office development. It has the potential to become an important new address for cultural institutions serving both visitors and residents. In addition, the corridor can provide access to the Anacostia River through great public spaces at the waterfront, and will serve to connect the National Mall to the Anacostia RiverParks.

Urban Design Principles

1 A Great Urban Boulevard

The South Capitol Street Corridor (“the corridor”) should be a great urban boulevard with a broad range of public activities and lively public amenities – such as parks, plazas, and cafes – which serve local neighborhoods, the region, and the nation.

2 A Green Connector

The corridor should be designed as a primary open space connection between the National Mall and the Anacostia RiverParks.

3 A Place to Work

Land use along the corridor should include federal uses near the Capitol, commercial uses near M Street, and civic institutions and active street-level uses throughout.

4 A Place to Live

Land use along the Anacostia waterfront should be primarily residential and set back to create a gracious public esplanade on the west side of the river, and a great signature cultural park on the east side of the river at Poplar Point. Existing residential neighborhoods west of the corridor should be enhanced.

5 Great Civic Architecture

A new Frederick Douglass Bridge should be designed as a beautiful and memorable gateway to the Capitol. The bridge should highlight the natural beauty of the Anacostia River and serve to connect neighborhoods on its eastern and western shores.

6 Great Civic Spaces

Significant civic spaces should be created on both sides of the river to celebrate the gateway crossing and to provide unobstructed public access and views to the Anacostia waterfront.

7 A Place to Reflect and Remember

Special consideration should be given to commemorative works and existing cultural resources along the corridor – such as memorial plazas, monuments, and museums – especially at prominent waterfront sites on both sides of the river.

8 Restored Neighborhood Connections

Regular cross-street intersections should be introduced throughout the corridor to overcome the existing transportation barriers between the Southwest and Near Southeast neighborhoods, and those in Barry Farm and Historic Anacostia. Such connections should serve to encourage new residential development along the waterfront.

9 Development Oriented to Transit

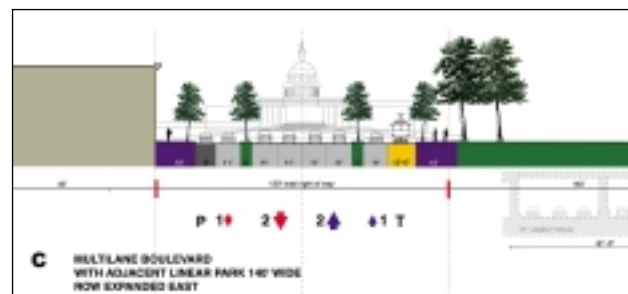
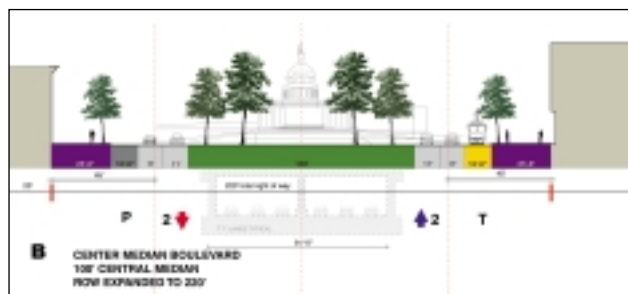
Higher-density development should be clustered around Metro stations and proposed transit corridors to promote pedestrian access to transit and encourage sustainable development practices.

10 A Place for Pedestrians and Cyclists

The boulevard streetscape should provide wide, tree-lined sidewalks, with benches and special paving to facilitate pedestrian access to transit and bicycle facilities. Transportation planning should seek to limit surface vehicular traffic to six or fewer lanes and fully integrate the Anacostia Riverwalk and Trail system into the design.



Existing South Capitol Street Section.



Current view of South Capitol Street at the underpass at M Street.



Three alternative ways to reestablish South Capitol Street as a great urban boulevard.

The Southwest Waterfront

“Transforming the waterfront to an urban, mixed-use destination filled with activity – an inviting public realm.”

USE	DEVELOPMENT GOAL
Residential	800 units
Commercial	500,000 s.f.
Cultural	180,000 s.f.
Open space	13.6 acres
Parking	2,000 spaces



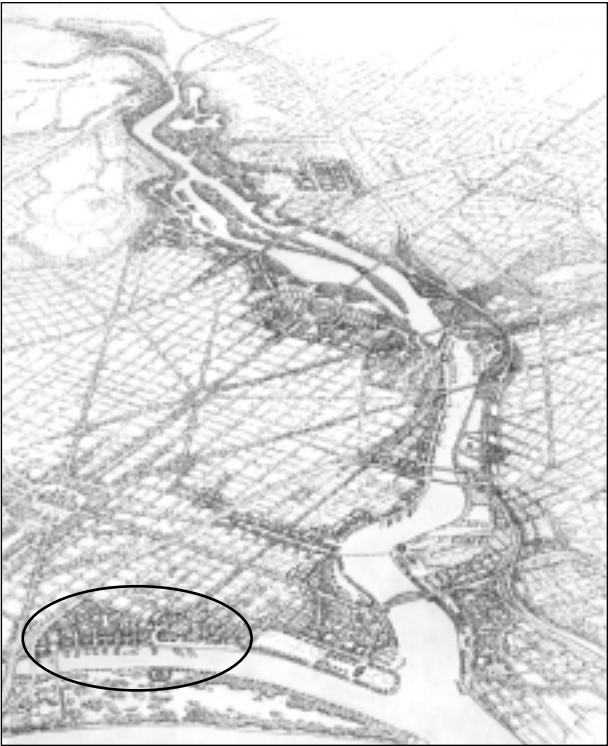
Rendering.



Extensive paving near the waterfront.



Existing Washington Channel promenade.



The Target Area.

Vision

As a true residential urban waterfront – where retail, commerce, culture, and neighborhood life come together – the Southwest waterfront will advance the maritime legacy of the Washington Channel as a premier destination for local, regional, and national visitors alike. A network of urban boulevards, public promenades, and plazas will extend the existing neighborhood fabric and the Monumental Core to the waterfront, and will serve as a gateway to the greater Anacostia RiverParks system.

Overview

In October of 2001 the D.C. Office of Planning and the National Capital Revitalization Corporation (NCRC) formed a partnership to oversee the creation of two complementary plans for the Southwest waterfront: the Southwest Waterfront Development Plan and the AWI Southwest Waterfront Vision. The Development Plan is a near-term real estate plan that identifies opportunities that the NCRC and the District can



The Vision: A true residential urban waterfront.

pursue in the coming years, while the AWI Vision includes long-term aspirations.

The Southwest Waterfront Development Plan can unfold independently of the AWI Vision. However, should the ideas in the AWI Vision prove feasible, they have the potential to build on and complement the Development Plan.

The Southwest Waterfront Plan was shaped by contributions from neighborhood residents, local businesses, government agencies, and technical experts. The fundamental planning principles developed in this community-based process form the backbone of this plan (see sidebar labeled “Planning Principles”).

Current utilization of this centrally located site is low. Extensive public ownership is complemented by the positive market conditions and broad community support for a more public, active, and environmentally improved waterfront.

All these factors create an exceptional opportunity to rethink how the area can be more actively used by residents and visitors alike.

The Site

The Southwest waterfront is a three-quarter-mile long, 47-acre site on the Washington Channel, stretching from the Tidal Basin to just north of Fort McNair along Maine Avenue. With a prime location – just seven blocks from the National Mall and adjacent to the well-established Southwest neighborhood – the area includes such distinctive elements as the Fish Wharf, Gangplank Marina, and the maritime tour boats.

The Problem

A product of the urban renewal program of the 1950s and 1960s, the Southwest waterfront has a disproportionately high amount of paved surface (42 percent of the site) compared to the existing quantity of open space and buildings (20 percent). The excessive paved surfaces are primarily

due to the redundancy of Water Street, an access road serving the large waterfront restaurants that exist on the site today. The existing waterfront promenade is inhospitable and isolated by vast amounts of surface parking, making it feel unsafe at night and unwelcoming during the winter.

The Plans

The plans for the Southwest waterfront build on already existing neighborhood assets like the Fish Wharf, Arena Stage, and a redeveloped Waterside Mall, transforming the waterfront from its current suburban density to an urban, mixed-use destination filled with activity – an inviting public realm.

The Draft Development Plan

The Draft Development Plan is a near-term plan that focuses on the sites labeled 1-5. Removing the redundant Water Street and surface parking lots from the Southwest waterfront greatly increases the amount of land available for an expanded promenade, waterfront retail, and residences. Also, with the elimination of Water Street, Maine Avenue will assume a more prominent and diverse role, and will be improved to become a pedestrian-friendly urban boulevard. A waterfront promenade and bicycle trail will form part of the Anacostia Riverwalk and Trail, and will improve connections between the waterfront, the neighborhoods, the Anacostia RiverParks, and the regional trail system.

This Plan will nearly triple the amount of public space along the waterfront, from five to 14 acres. Two major public spaces will anchor the site: a destination Market Square near the Fish Wharf, and a Civic Park at the terminus of M Street. In between, several smaller plazas and public piers will extend from each of the major streets, providing expansive water views and public access to the water itself. These destinations are connected along the Washington Channel with housing, cafes, and retail. A typical block will consist of street-level commercial space for shops and restaurants, with residences above. Parking and service areas are located below grade and within the middle of the building, behind the commercial space.



Illustrative plan of improvements to the Southwest Waterfront.

Primary government approvals for the Development Plan are within the jurisdiction of the District of Columbia and are attainable in a one- to three-year timeframe, at which point construction could commence.

The AWI Vision

The AWI Vision is a long-term plan that seeks to better connect the Southwest waterfront to the Monumental Core of the nation’s capital. Key components of the Vision include a

transportation center and a museum of national significance at the 10th Street Overlook site, the relocation of the maritime tour boats to the northern end of the Washington Channel, and the completion of a civic waterfront park at the terminus of M Street. These projects will require significant participation from the federal partner agencies in order to gain funding and government approvals. If these are forthcoming, the projects could break ground in a five- to 10-year time frame.

Planning Principles

- 1 Build on existing neighborhood strengths.
- 2 Consolidate land resources.
- 3 Coordinate with other ongoing planning efforts.
- 4 Support efforts to improve environmental quality.
- 5 Ensure a range of waterfront access options.
- 6 Enhance connections from the Southwest neighborhood to the waterfront.
- 7 Improve public access to the water itself.
- 8 Extend continuous, well-defined trail links along the Washington Channel.
- 9 Provide a generous public promenade on the water’s edge.
- 10 Create new public places along the waterfront.
- 11 Create neighborhood settings with appropriate scale and density.
- 12 Relate to the larger urban context.
- 13 Integrate parking into the urban form.
- 14 Create varied and appealing architecture.

Implementing the AWI Vision



Recent construction at the Southeast Federal Center

The vision to create a great waterfront for the nation’s capital must be matched by an equally powerful and bold implementation strategy. Significant coordination challenges must be addressed in the federal, regional and local context and the plan requires significant increases in dedicated funding at all levels in order to be fully implemented and benefits realized. The following principles are set forth to achieve the overall AWI vision:

Create Reliable Sources of Funding at the Federal, Regional and Local Level

Principle 1 Create Sustained Federal Funding for the Anacostia Waterfront.

Since the initiation of the Anacostia Waterfront Initiative in 2000, the Federal government has dedicated resources to the Anacostia in each budget, including line items for site clean ups, the combined sewer control plan, new parks, transportation studies and the Riverwalk. This annual appropriation should be institutionalized so that there is ongoing and steady federal support to clean the river, rebuild transportation infrastructure, and create new neighborhoods and parks. This is an essential commitment, given the extent of federal ownership and the importance of the waterfront for 21st Century Washington.

The Federal government has begun to make a meaningful annual contribution to the Anacostia. Sustained and heightened attention must increase these investments to a new, prioritized level, especially as requests to replace aging and dangerous transportation infrastructure become increasingly urgent and a matter of public safety and national security.

It is clear that the current system of ad hoc funding requests, while having made a significant initial contribution, must be changed and replaced by a system that offers new, expanded and reliable funding sources over the long term.

Principle 2 The Restoration of the Anacostia Watershed will require a Vigorous Regional Commitment

While sewage flowing into the river from central Washington’s outdated combined sewer system is a dramatic reminder of the river’s neglect, watershed-wide nonpoint source pollution also contributes heavily to the Anacostia’s unhealthy condition. With over 80% of the Anacostia watershed in Maryland and more than 15% of it in federal ownership, the Anacostia’s water quality challenges can only be solved by aggressive and enforceable District-State-Federal agreements.

New federal legislation will be needed to create a strong, watershed-wide water quality management structure, as well as provide annual appropriations for water-quality infrastructure repair and development. New legislation will also be able to address the need for a mandated timeframe for the Anacostia to become a clean and healthy waterway for all to use and enjoy.

Principle 3 The development of the Anacostia will require a dedicated local resource

The goal of building and strengthening neighborhoods along the Anacostia reinforces the City’s need to attract and retain residents in order to ensure its economic and fiscal health. Underdeveloped and brownfield sites along the waterfront offer prime, rare opportunities given the city’s limited available land. They hold the promise of attracting private sector investment to build new neighborhoods that do not displace existing residents and can be model mixed-income communities.

To facilitate the development of these waterfront neighborhoods, public infrastructure – including much-needed amenities such as parks and cultural institutions – will need to be built. While some of the funding for this investment will be from federal sources, the City should also establish an off-budget financing mechanism that does not draw on the District’s current general fund revenues. The fiscal return created by facilitating the development of waterfront neighborhoods would more than offset the funds invested, especially if those funds are derived from disposed federal lands not currently assessed by the District.

Build a Campaign to Bring Activity, Public Awareness and Pride of “Ownership” to the Waterfront

Principle 4 Create an organized public programs campaign for the Anacostia.

The river and its current resources already offer so much! And yet many people in Washington and almost all visitors to our city are unaware of the special experiences to be had along the Anacostia River. Existing events and new events need to be better organized and communicated to the broader public, whether they be organized nature walks, bike tours of historical sites or upcoming events at RFK Stadium. Businesses, non-profits and public agencies need to be better coordinated to attract a broader audience to waterfront events. A major campaign should be undertaken and the local tourism, convention and marketing organizations should all be called on to lead and organize this campaign as a matter of both civic pride and the marketing of the city.

Principle 5
Strengthening River Stewardship Means Building Neighborhood Organizational Capacity Throughout the Watershed

Neighborhood associations and local community-based organizations must be leaders in the watershed restoration effort and are best positioned to benefit from the waterfront’s transformation. The already strong commitment of non-profit organizations must be strengthened even more in order to reconnect the lives of citizens to the river and its resources. The AWI is only as strong as its primary stakeholders. It is citizen support, expressed through activism, advocacy and oversight, that demands change and monitors the positive transformation of waterfront parks and neighborhoods.

Waterfront revitalization will require many forms of public education, advocacy, stewardship and coordinated community activities. Community organizations will best be able to champion existing assets and help promote an inclusive approach to public and private investment. Importantly, community organizations should become partners in linking the employment opportunities created by waterfront development to the needs of neighborhoods throughout the neighborhoods along the Anacostia, many of which reflect the most disadvantaged census tracts in the metropolitan region.

Opportunities might include construction and permanent private employment or small business opportunities generated through new commercial and housing development. One example already put into action is the involvement of youth and residents in the building of the riverwalk or the clean-up of the river. Each opportunity created by the revitalization of the waterfront should be looked upon as a prospect for building local capacity and directly benefiting District residents and businesses.

Link the Building of the Waterfront with Sharing in its Prosperity

Principle 6
Build the Infrastructure for New Waterfront Neighborhoods – They hold the key to bringing vitality and resources for river-wide reinvestment.

The scale and breadth of the plan requires more than small increments of funding if the Anacostia waterfront is to be re-energized. The key to generating new resources and affecting the dramatic transformation envisioned in the plan lies in the building and strengthening of new and existing waterfront neighborhoods. First step investments should construct the public infrastructure necessary for the private investments in waterfront neighborhoods.

The building of waterfront neighborhoods is the most important immediate action to undertake if the substantial benefits of the waterfront are to be realized. These benefits will translate into measurable gains for the city, region and the nation by creating significant fiscal and economic development opportunities for the District of Columbia; creating regional smart growth benefits that relieve continued degradation of the environment and air quality in the national capital region; and by creating federal benefits which insure that Washington maintains its preeminence among the great world capital cities as an exemplary home to the federal institutions, their employees and to visitors from the world over.

Principle 7
Dedicate a Portion of New Revenues To Targeted Neighborhoods East-of-the-River

The Anacostia is emerging as the city’s new growth corridor, anchored by over \$1 billion of investment in the Near Southeast neighborhood. Current levels of development will generate new public resources that may be reinvested in waterfront neighborhoods that do not have the same near-term market potential. In this way, the prosperity of the Anacostia River can be shared equitably by all waterfront neighborhoods.

The foresight to create a mechanism for re-investment will yield substantial returns to the city as the waterfront grows and prospers. Battery Park City in New York is proof of the power and impact that such a program, where revenue generated from a previous landfill site has been harnessed to create over 20,000 units of affordable housing city-wide.

Inspire a Waterfront that Will be Renown and Recognized for Great Design

Principle 8
Achieve Design Excellence in Every Aspect of the Endeavor

Design excellence must be achieved in all new projects no matter if they are large civil engineering projects or modest neighborhood improvements. Reconnecting the river to the city is more than a physical problem, it is a symbolic challenge which requires new ways of creating civic identity along the river. The symbolism of the river’s neglect must be countered with a new commitment to integrate the waterfront environment into the urban landscape of the nation’s capital. Superior architectural and landscape design must play a preeminent role in addressing the systemic neglect of the river and its environment.

Also, best practices of sustainable development can only be achieved with an interdisciplinary approach to design innovation. The inclusion of a design review process at both the local and federal level will be necessary to ensure that buildings, parks and bridges work harmoniously together to achieve the state-of-the-art standards that are worthy of our city and our nation. The use of open design competitions and the requirement of inter-disciplinary design teams are two concrete ways that public agencies can guarantee that their investments are benefiting from the many new innovations in the art and science of sustainable design and development.

Principle 9
All Actions Must Contribute to Achieving the Overall Waterfront Vision

The waterfront of the future will be shaped by thousands and thousands of actions – both large and small – over the next generation. It is imperative that each action be undertaken as part of the larger vision of reconnecting the waterfront to the life of our City, thereby coaxing it out of its current isolation. Each new segment of Riverwalk, each new park, each new street, each new neighborhood investment must be implemented within the larger objective of creating a unified park system and which links neighborhoods to the waterfront and the east and west sides of the river to one another.

Meet the Unprecedented Challenges of Implementing the Anacostia Waterfront Initiative with New Institutions

Principle 10
Create federal and local institutions tailored to meet the unique challenges of waterfront revitalization and conservation

Great visions require great institutions in order to be realized. The creation of high quality waterfront places requires the highest level of government attention, coordination and commitment, the ability to leverage public and private resources and partner with the private sector to take advantage of market opportunities, as well as a sustained focus that transcends the vagaries of economic and political cycles. An institution that has a single-purpose determination and the specialized capacity to build the waterfront must be undisturbed by competing priorities.

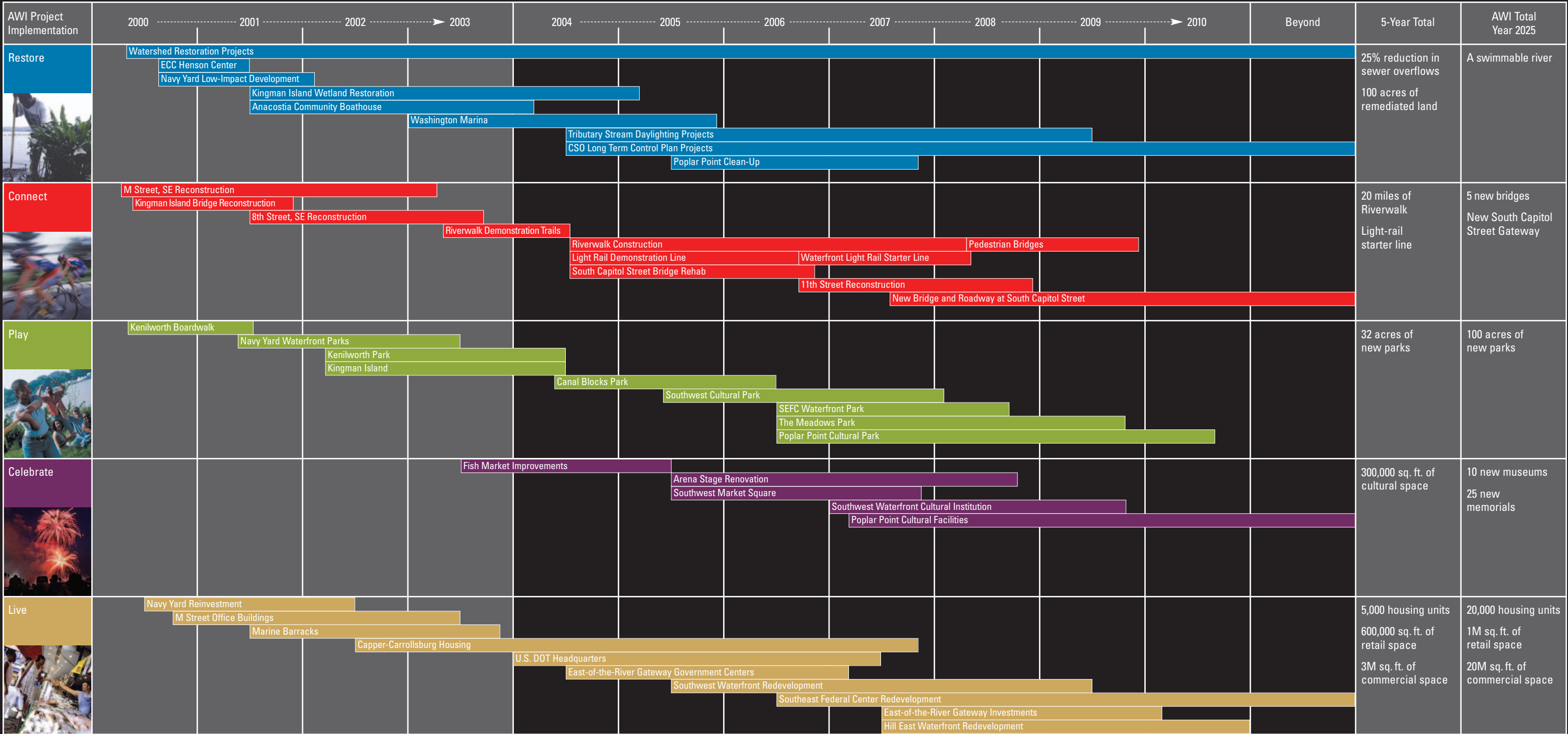
Great waterfronts take generations to build and cultivate. The common element to all successful waterfront transformations is the existence of an institution that persevered through economic and political cycles. It is only through the steadfast and singular focus of realizing a vision and attention to the quality and details of the design and development of the public realm that a great waterfront is created. The Battery Park City Authority in New York City, the Presidio Trust in San Francisco, SEMAPA in Paris, the Canary Wharf Corporation in London, are all institutions empowered with the statutory means, resources and mission to succeed.

The reasons for a new dedicated entity or entities are clear and compelling: the Anacostia has multiple federal and local authorities and agencies, not one of which has a clear mandate for revitalizing the Anacostia. Therefore, new institutional arrangements will be necessary at both the federal and local level to ensure that both are properly organized and focused to implement the vision.

At the local level, the City needs to establish a new single-purpose institution – the Waterfront Authority – to ensure that the focus and resources necessary to implement the Plan are advocated for, expended and focused on the projects important to the vision of the waterfront as a whole and are not detached from the larger mission. The possible roles of the local authority would be to finance and develop the infrastructure necessary to build waterfront neighborhoods, oversee or undertake implementation of the new public spaces; ensure sustained public participation in implementation of the plan and promote waterfront activities and potentially be responsible for maintaining public spaces. The local authority would have the capacity to develop the City’s assets as well as those of other local and federal agencies that are transferred to it for purposes of waterfront revitalization, thus ensuring that all development along the Anacostia is complementary. This arrangement also allows for cross-capitalization of local assets on both the east and west sides of the river thus promoting comprehensive – and not piecemeal – development of the scarce developable land along its shores. The local authority would be empowered as the lead entity to coordinate all waterfront-related activities and to serve as the City’s representative with the federal government to both advocate for needed federal resources and regularly coordinate with federal agencies to ensure that City and federal government investment are aligned.

At the federal level, legislation should be adopted to establish a mandate for coordinating federal agencies as a priority of the federal government and create a reliable baseline of funding for AWI projects so that the stewardship of federal assets are coordinated. The institutional structure could take the form of the Presidio Trust or the Southern Nevada Public Land Management Act. Both of these models, while different, have been successful in marshalling resources generated from within a specified geographic area and reinvesting those resources locally in federal park lands and conservation areas in need of investment. Coordination of federal agencies will also be critical to creating a partner for the new local authority so that the sequencing, prioritization, construction and implementation of federal and local improvements along the waterfront are complementary and leveraged so as to maximize their impact. In the case of the Federal government, resources generated by land disposition should be reinvested into other Federal assets, at no cost to the current or future Federal budget. For example, a portion of the proceeds from the privatization of federal lands along the waterfront could be reinvested in a “National Capital Anacostia Conservation Fund” to improve the federal parks.

Projected Implementation Timeline



The Anacostia Waterfront Initiative is a partnership among the following parties: The Government of the District of Columbia; General Services Administration; National Park Service; Naval District Washington; National Arboretum of the United States Department of Agriculture; National Capital Planning Commission; National Capital Revitalization Corporation; Office of Management and Budget; U.S. Army Corps of Engineers; Military District Washington; Commanding Officer Marine Barracks Washington; U.S. Department of Housing and Urban Development; U.S. Department of Transportation; U.S. Environmental Protection Agency; U.S. Department of Labor; U.S. Small Business Administration; District of Columbia Housing Authority; District of Columbia Sports and Entertainment Commission; District of Columbia Water and Sewer Authority; and Washington Metropolitan Area Transit Authority.